

BookletChart™

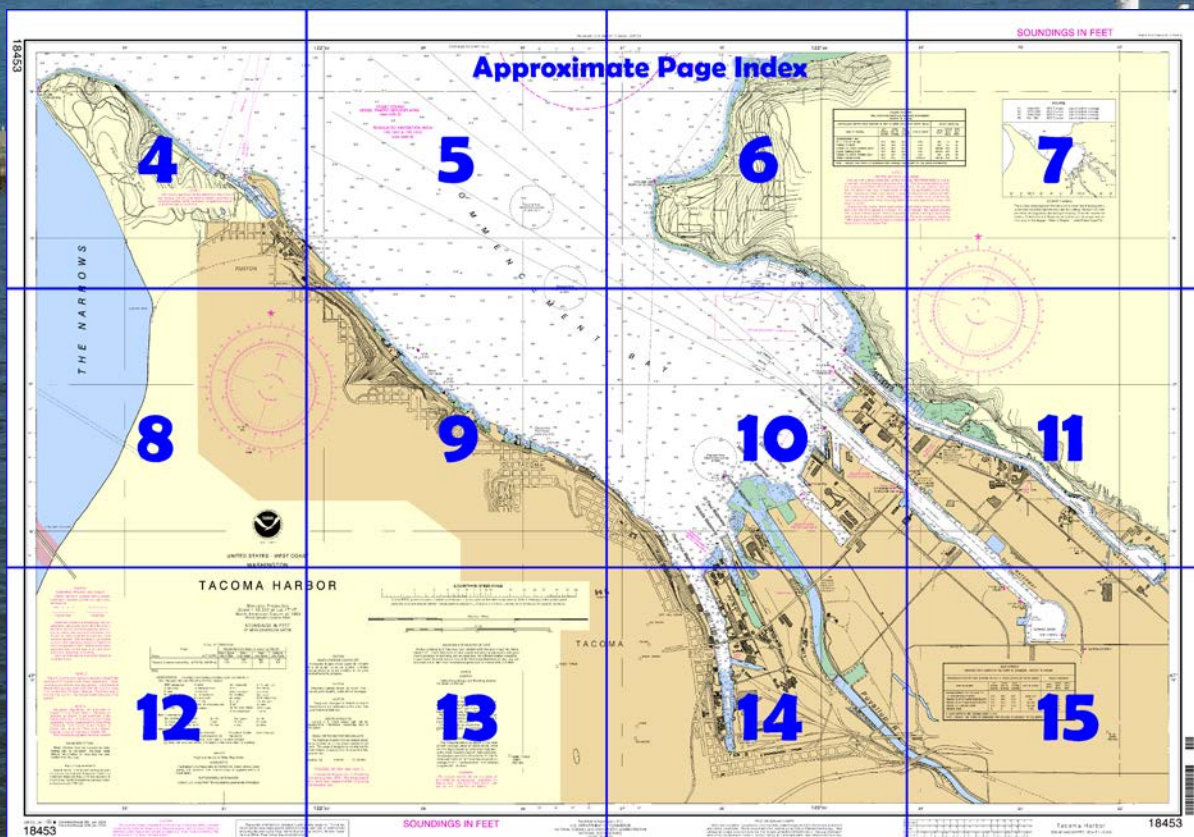


Tacoma Harbor NOAA Chart 18453

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18453>.



(Selected Excerpts from Coast Pilot)

Dash Point, the E entrance of Commencement Bay, and the village of **Dash Point** are 1 mile NE of Browns Point.

Point Defiance, the W entrance of Commencement Bay, terminates in a very prominent dirt bluff, 160 feet high. A light is just W of the point. The terminal for the Point Defiance/Tahlequah ferry is approximately 1.8 miles SSE of the Point. A small boat launch ramp is just S of the terminal

adjacent to a small-craft boat basin formed by a manmade peninsula.

Point Defiance Park is wooded along its northeastern shore for 3.8 miles

from the end of the point.

Commencement Bay entrance lies 18 miles S of Alki Point and 56 miles S of Point Wilson. The bay is about 2.5 miles in length, easy of access, and free of dangers. Log storage grounds are off the NE shore of the bay.

Tacoma, the second city in size and importance on the sound, occupies the S and SW shores of Commencement Bay, and its residential area has grown N into Seattle's S suburbs, and to Steilacoom on the SW.

The **Port of Tacoma** is a rapidly expanding major port, second only to Seattle in maritime importance on Puget Sound. Its exports include lumber and other wood products, grain, refined metals, machinery, general and containerized cargo; imports include alumina, and refined steel, automobiles, electronic equipment, rubber, and meat. Much of the Alaska trade originates here.

The **Marine Exchange of Puget Sound**, located in Seattle, has a Vessel Monitoring/Vessel Reporting service which tracks the arrival of a vessel from a time prior to arrival at the pilot station to a berth at one of the Puget Sound ports. Constant updates of the ship's position and estimated time of arrival are maintained through a variety of sources. This information is available to and is passed to the vessel's agents and to other interested activities. These services continue until the vessel passes the pilot station on her outbound voyage.

Other services offered by the Marine Exchange include a daily newsletter about future marine traffic in the Puget Sound area, communication services, and a variety of coordinative and statistical information. The office monitors VHF-FM channels 20 for Grays Harbor traffic, 9 for Strait of Juan de Fuca traffic to Protection Island, and 20 for Puget Sound traffic from Protection Island, 24 hours a day.

Vessel Traffic Service Puget Sound, operated by the U.S. Coast Guard, has been established in the waters of the Strait of Juan de Fuca, Rosario Strait, Admiralty Inlet, Puget Sound, and the navigable waters adjacent to these areas. (See **161.1 through 161.155**, chapter 2, for regulations, and the beginning of chapter 12 for additional information.)

Regulated navigation area.—Due to heavy vessel concentrations, the waters of the Strait of Juan de Fuca, the San Juan Islands, the Strait of Georgia, and Puget Sound, and all adjacent waters, are a regulated navigation area. (See **165.1 through 165.13 and 165.1301**, chapter 2, for regulations.)

Floating logs and **deadheads** or **sinkers** may be encountered anywhere in Puget Sound; caution should be exercised.

Anchorage.—A **general anchorage** is off the N shore of Commencement Bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.) The depths elsewhere in the bay, as a rule, are too great for anchorage. In 2010, a wreck covered 54 feet (47°17'36"N., 122°26'06"W.) and a submerged obstruction (47°17'33"N., 122°26'00"W.) were reported near the NW corner of the anchorage area.

City regulations permit anchorage in any part of the bay outside the harbor lines so as not to interfere with vessels arriving or departing from their docks.

Currents.—The tidal currents in the harbor have little velocity, except in Hylebos Waterway where the NOAA Ship **McARTHUR** reported estimated currents of up to 2 knots in 1994.

Harbor regulations are administered by the **harbormaster**, whose headquarters are at the fire station at 901 South Fawcett Street. The general offices of the Port of Tacoma are in the Tacoma Building at the corner of 11th and A Streets; the Port of Tacoma terminal offices are at Pier 2.

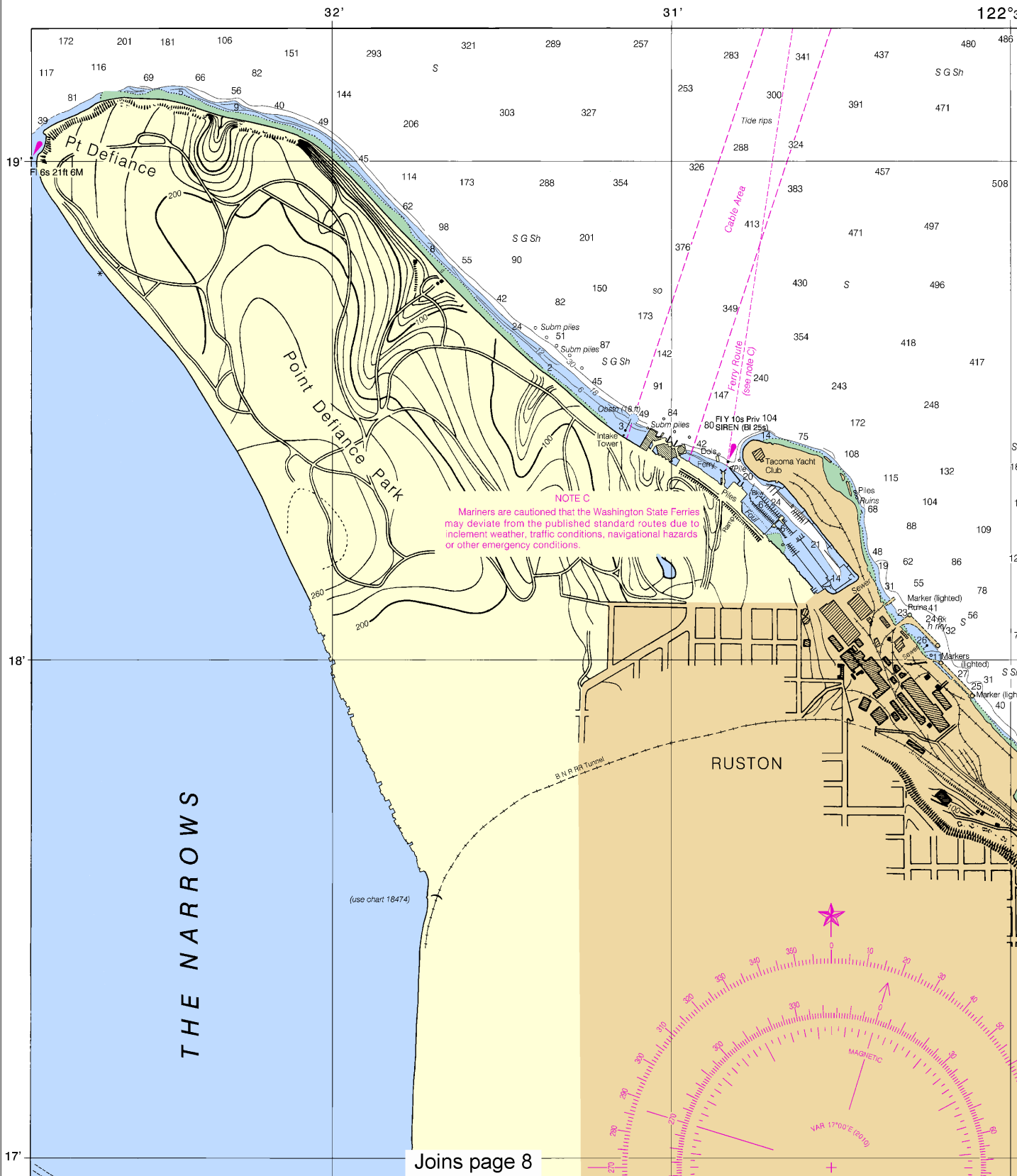
U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

18453



Joins page 8

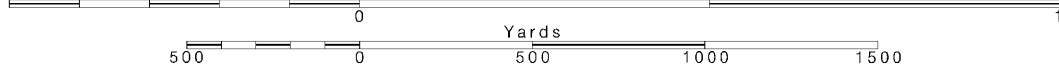
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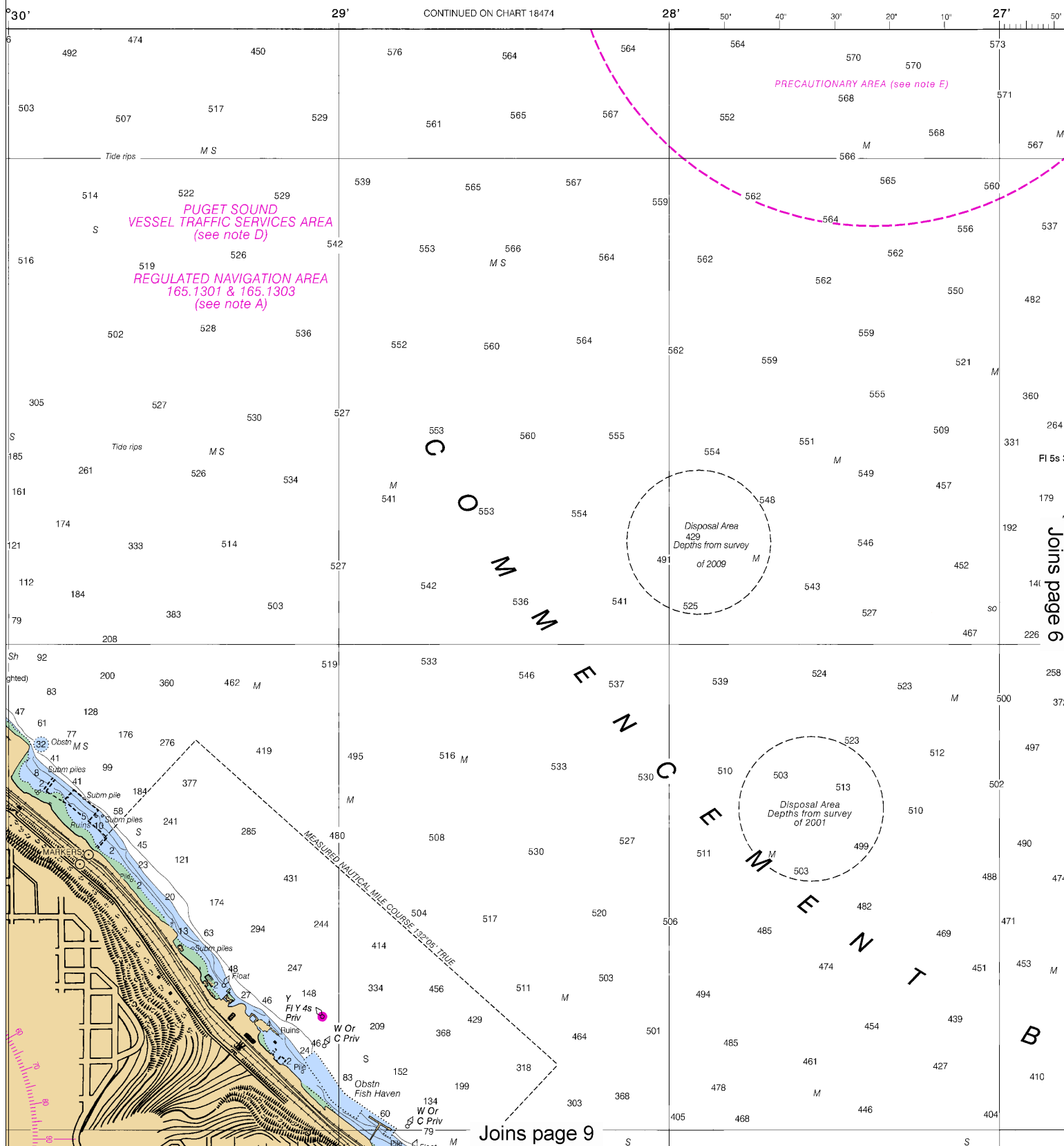
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Printed at reduced scale.

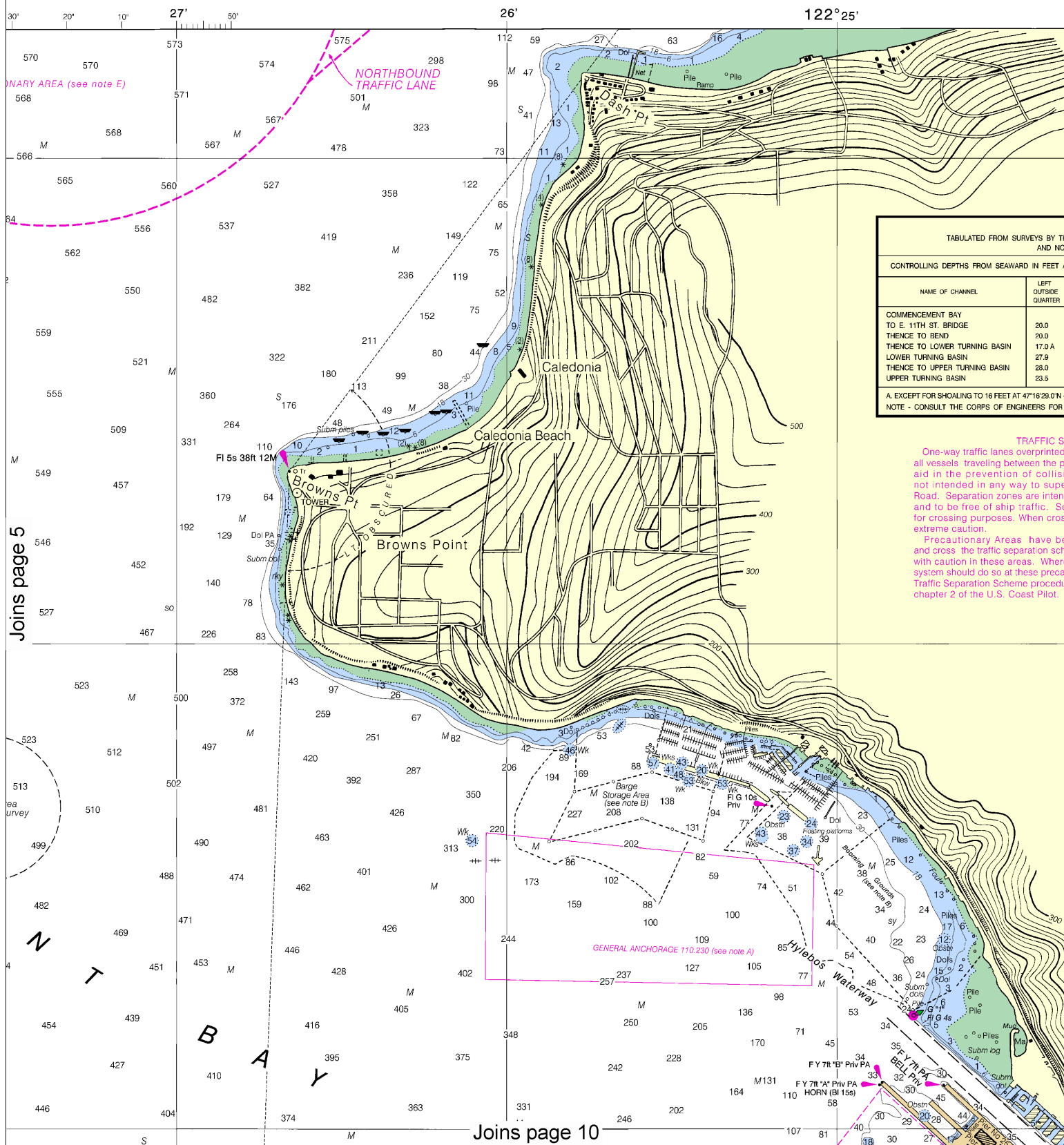
SCALE 1:15,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

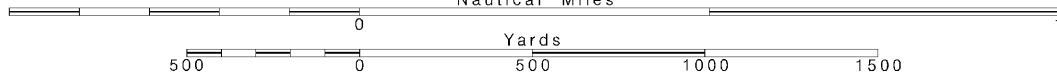
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Note: Chart grid lines are aligned with true north.

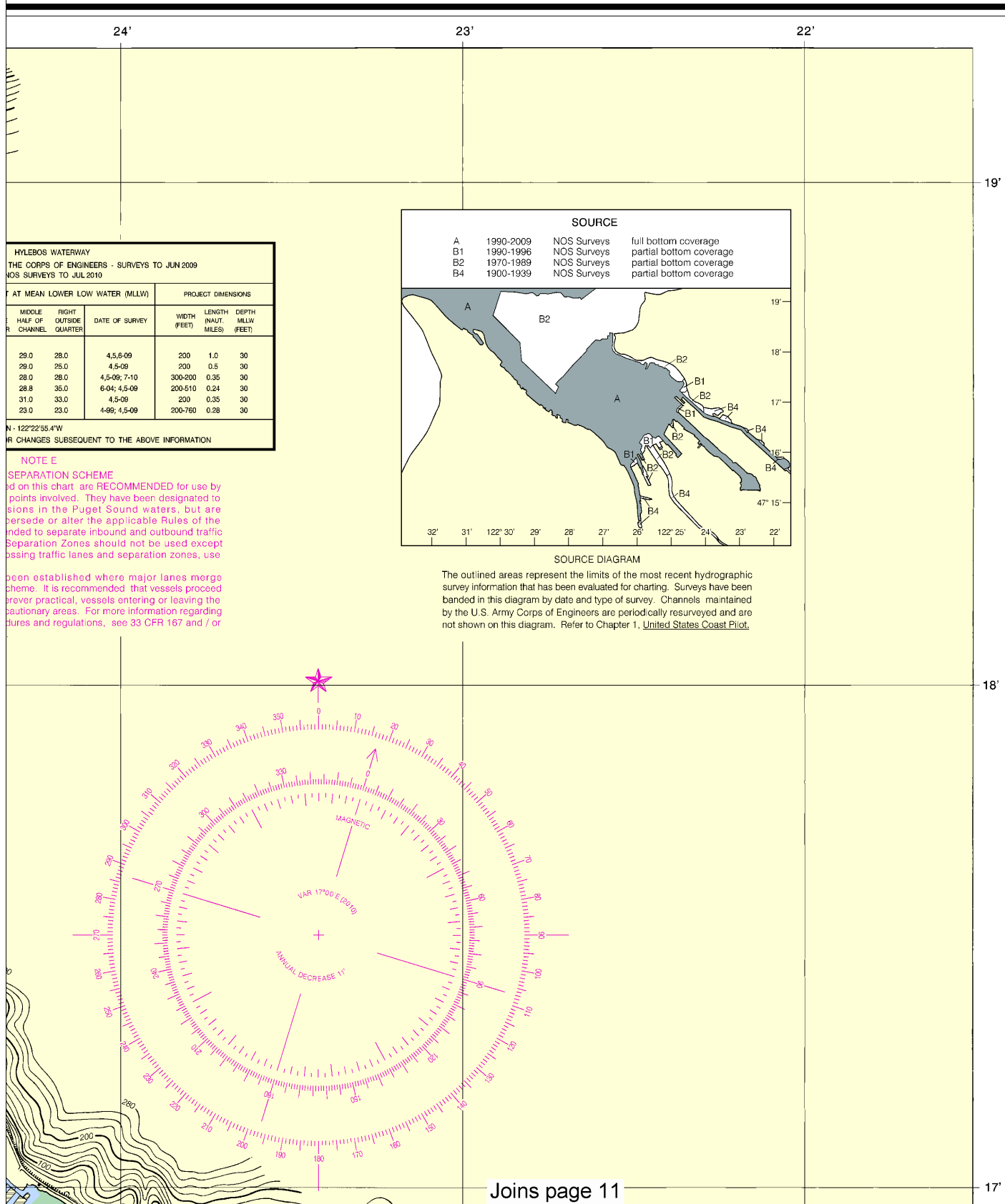
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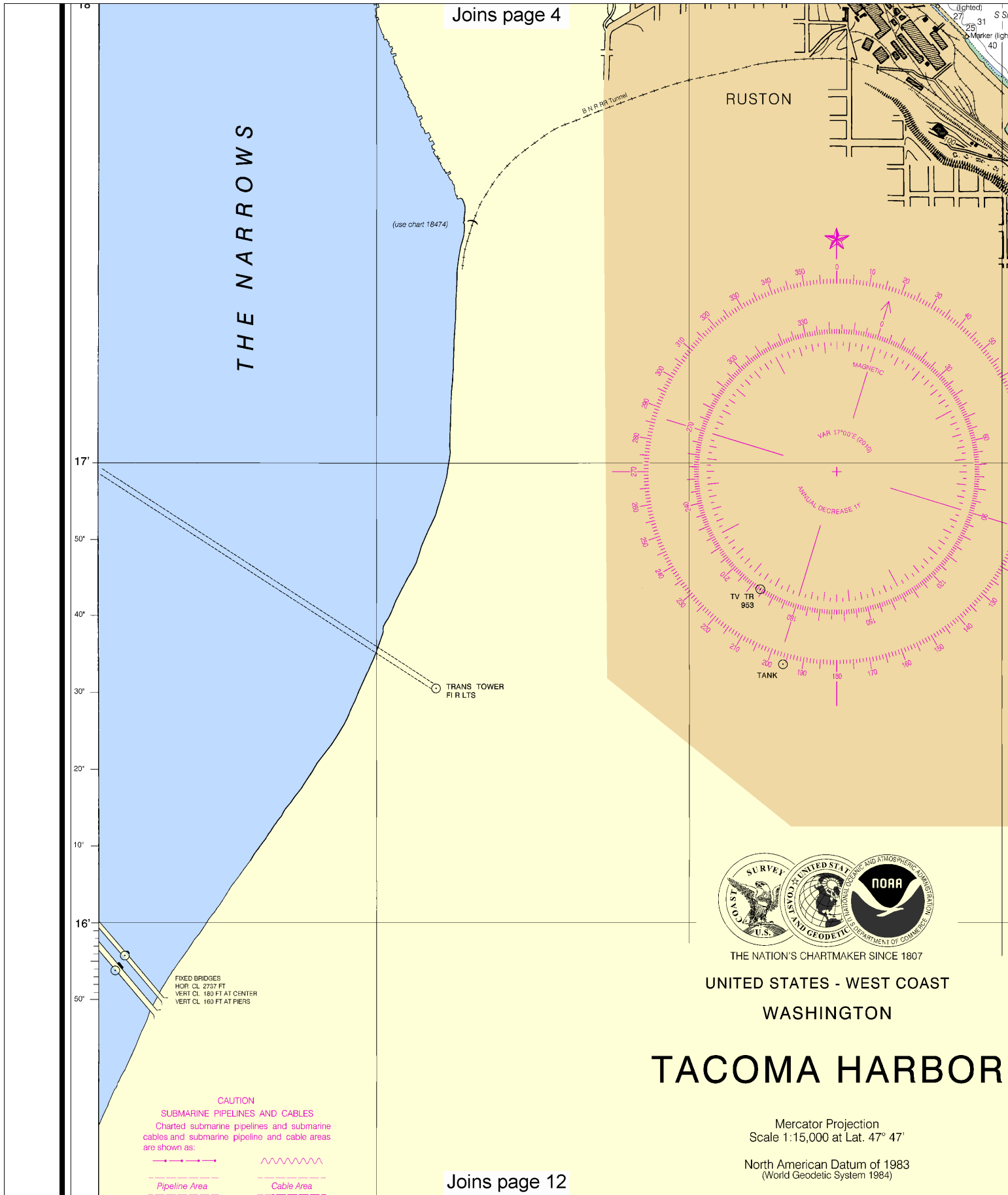
SCALE 1:15,000
Nautical Miles

See Note on page 5.



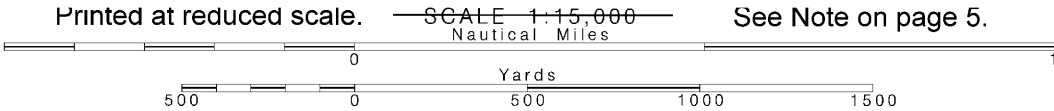
SOUNDINGS IN FEET

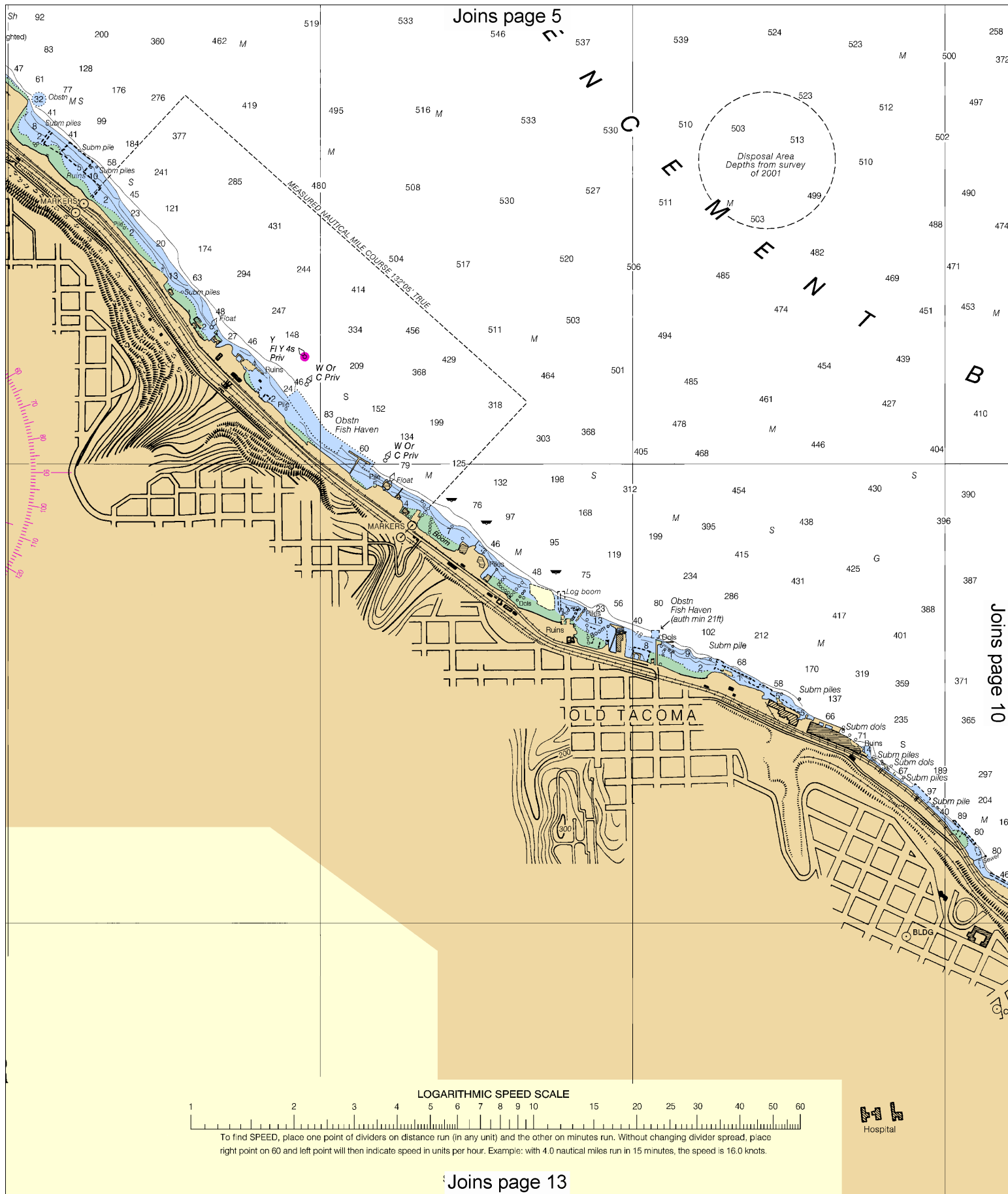




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Note: Chart grid lines are aligned with true north.

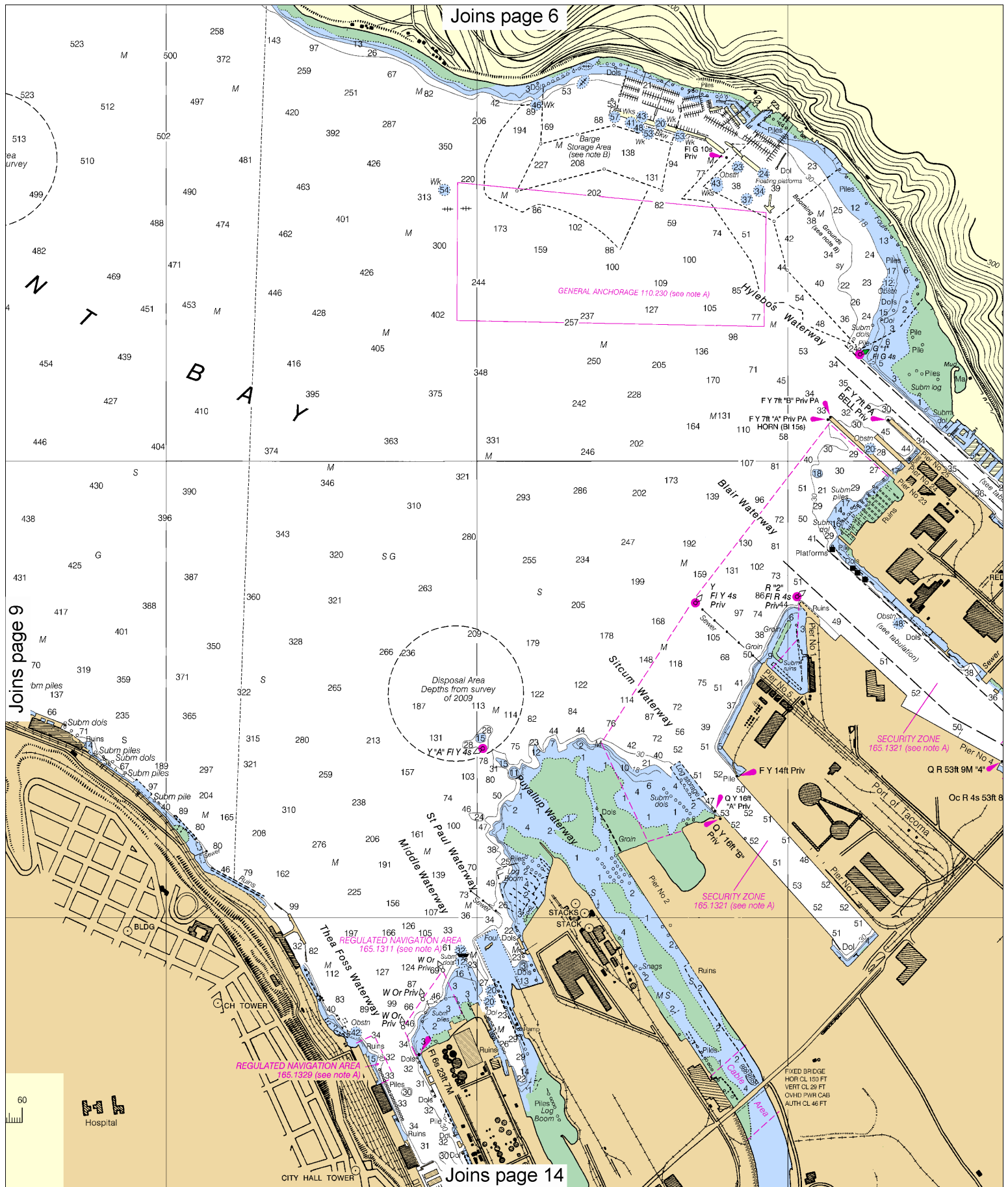




Joins page 5

Joins page 10

Joins page 13



Joins page 6

Joins page 9

Joins page 14

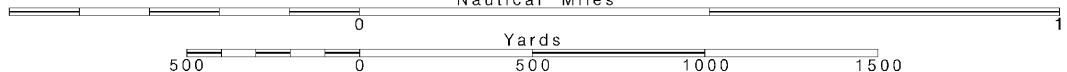
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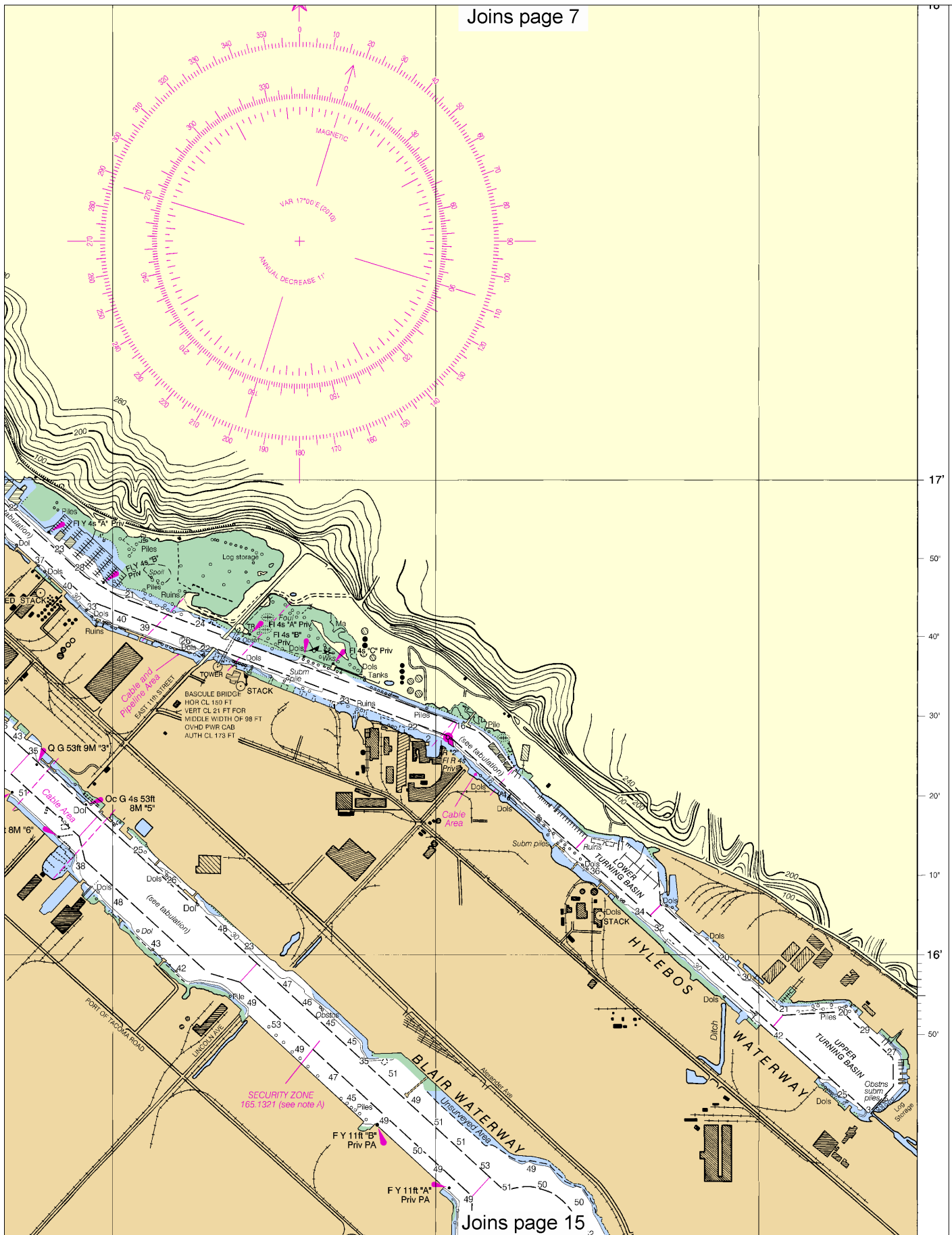
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST
WASHINGTON

TACOMA HARBOR

Mercator Projection
Scale 1:15,000 at Lat. 47° 47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE D
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.
Refer to charted regulation section numbers.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION
No tidal observations are available for the area covered by this chart.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

ACRO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

BASO
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Local Notice

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supplemental
navigation.

NOAA WE
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below provide
The receipt
nautical miles
as much as 1
high elevation

Seattle, WA

COLRED
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Collisions at
this chart fa
Demarcation

26th Ed., Jul. / 10 ■ Corrected through NM Jul. 03/10
Corrected through LNM Jun. 22/10

18453

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

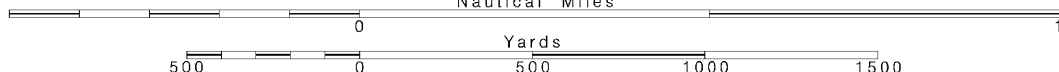
12

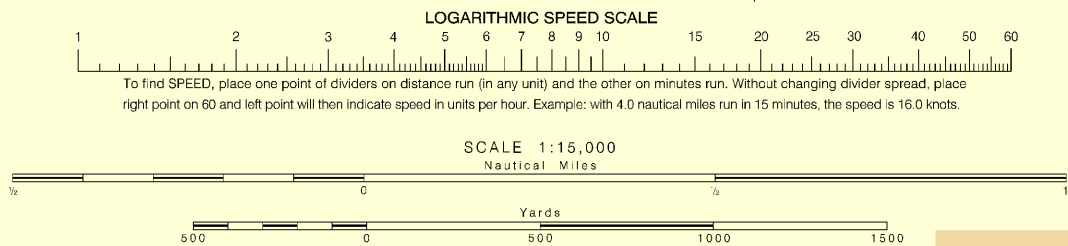
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





TACOMA

CAUTION
CULE BRIDGE CLEARANCES
bridges, whose spans do not open right or vertical position, unlimited clearance is not available for the entire horizontal clearance.

CAUTION
channels shown by broken lines to shoaling, particularly at the edges.

CAUTION
varying changes or defects in aids to navigation are not indicated on this chart. See notes to Mariners.

AIDS TO NAVIGATION
U. S. Coast Guard Light List for information concerning aids to navigation.

WEATHER RADIO BROADCASTS
VAA Weather Radio station listed provides continuous weather broadcasts. Transmission range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at sea.

KHB-60 162.550 MHz

REGS, 80.1395 (see note A)
Additional Regulations for Preventing Collisions at Sea, 1972. The entire area of the chart falls seaward of the COLREGS Line.

ANCHORING STANDARDS OF CARE
Anchoring Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for anchoring, and are separated into different weather categories. If your vessel does not have a copy of the Anchoring Standards of Care, you can download one at <http://www.marineexchange.com> or contact (206) 443-3830.

NOTE B
CAUTION
Limits of Log Storage and Booring Grounds are subject to change.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U. S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.644" southward and 4.448" westward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

○ RADIO TOWER
(KNT)
1400 kHz



○ STAN

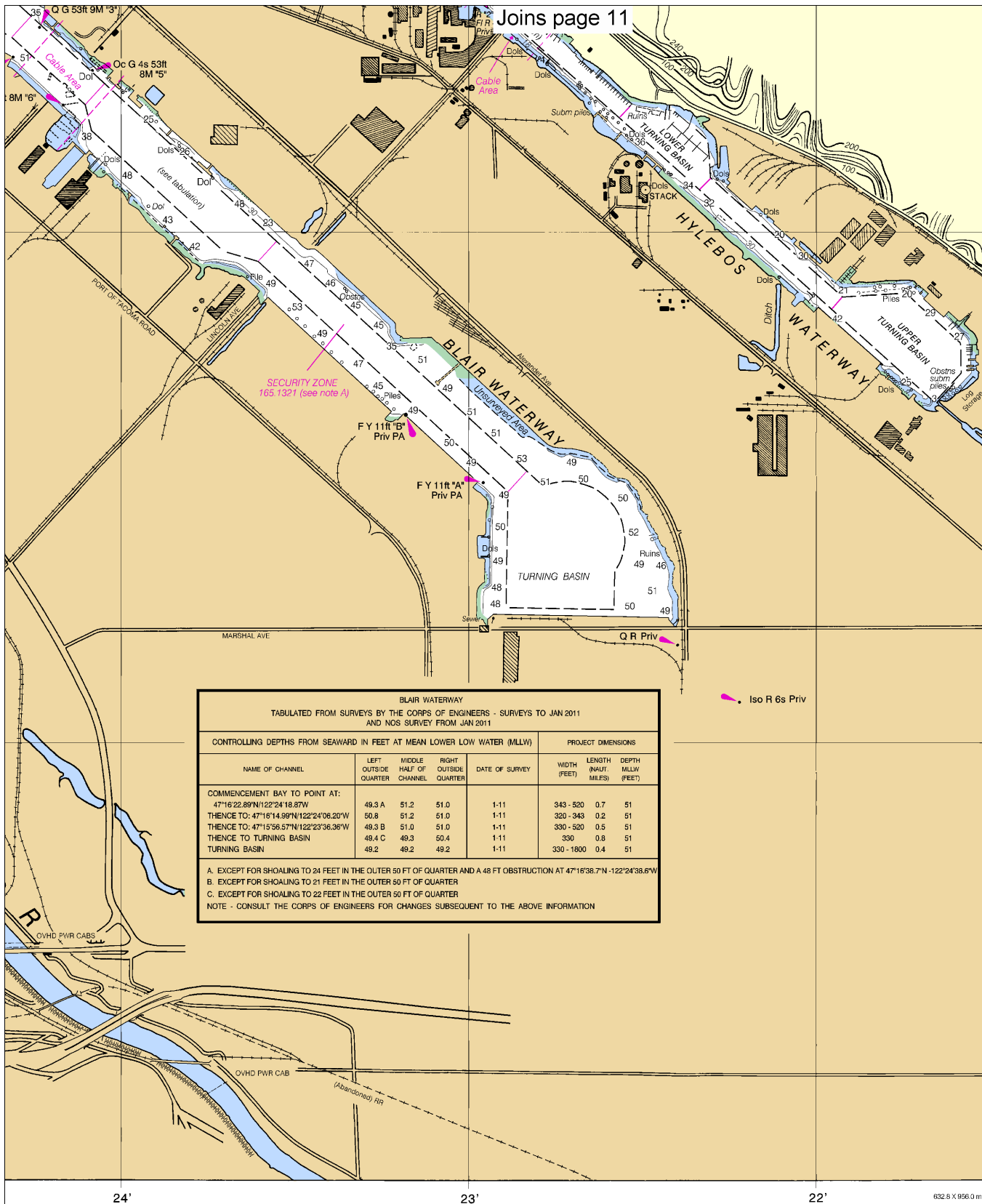
30' 29' 28' 50" 40" 30" 20" 10" 27' 50"

SOUNDINGS IN FEET

ion. The National
or comments for
National Ocean

Published at Washington, D.C.
U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 11



BLAIR WATERWAY				
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2011 AND NOS SURVEY FROM JAN 2011				
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
COMMENCEMENT BAY TO POINT AT:				
47°16'22.89"N/122°24'18.87"W	49.3 A	51.2	51.0	1-11
THENCE TO: 47°16'14.99"N/122°24'08.20"W	50.8	51.2	51.0	1-11
THENCE TO: 47°15'56.57"N/122°23'36.36"W	49.3 B	51.0	51.0	1-11
THENCE TO TURNING BASIN	49.4 C	49.3	50.4	1-11
TURNING BASIN	49.2	49.2	49.2	1-11
A. EXCEPT FOR SHOALING TO 24 FEET IN THE OUTER 50 FT OF QUARTER AND A 48 FT OBSTRUCTION AT 47°16'38.7"N-122°24'38.6"W				
B. EXCEPT FOR SHOALING TO 21 FEET IN THE OUTER 50 FT OF QUARTER				
C. EXCEPT FOR SHOALING TO 22 FEET IN THE OUTER 50 FT OF QUARTER				
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION				

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Tacoma Harbor
SOUNDINGS IN FEET - SCALE 1:15,000

18453



ED. NO. 26



NSN 7642014011514
NGA REFERENCE NO. 18A-HA18453

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker